M'CALL SAYS WIFE **HOLDS GAS STOCK**

Transferred to Her Before He Became Public Service Commissioner.

"NO CONTROL OVER 1T"

Public Service Commission testified beroadway yesterday that his wife owns 187 shares of stock in the Kings County Light and Power Company. The stock at \$49,923. He said that was formerly held in the name Mackin, his private secretary McCall was a Justice of the ert, and that before entering

books of the Kings County Light and Power Company and found that 387 shares transferred from Andrew Freedman to John J. Mackin on December 31, 908, were still registered in Mackin's that there was no record of ny transfer to Mrs. McCall. It is often the case, however, that changes of ownnot appear in a corporation's

Under the public service law a Public Service Commissioner is prohibited from owning stocks or bonds of any corporaion which is subject to the commission's supervision. A man owning such securi-ties is ineligible for appointment. The Kings County Light and Power Company s one of the concerns which figure in Brooklyn rate cases that have been bemmission for a long time.

It appeared from Mr. McCall's testimony yesterday that in 1911 the Amsterdam Electric Light and Power Company and the Edison Electric Illuminating Company of Brooklyn started an injunction suit against the city to enjoin it from taking down poles in Brooklyn. The city contended that a certain franchise had lapsed. The suit was to be considered by Justice McCall, but he objected, pointing out that he was disqualified because he owned stock in a subsidiary concern, the Kings County Light and Power Company. De Lancey Nicoll, who was appointed referee, still has the

ion of time.

Mr. McCall, questioned by Senator Thompson in yesterday's hearing, said that his recollection of the injunction suit was vague, but he remembered in-quiring at the time if the Kings County light and Power Company was not affilated with the companies that started the suit. He remembered that upon being informed that such was the he said that his interest in the Kings county company disqualified hi from sitting in any case in any way in-

who was appointed referee, still has the

Mr. McCall said he thought the 387 hares of stock were held in Mackin's name for seven or eight years before the transfer to Mrs. McCall. He said the stock was a "small block" origibut was "enhanced by the custo-

oner, from considering any matter in olving a company in which Mrs. Mcall held stock. He replied that he sade it a rule never to sit in any case oint Senator Thompson disagreed with

is the wording of the public tervice law:
"No person shall be eligible for ap-

"SAVED HIDE" AND GOT \$805,000 FOR JOY LINE

Frank M. Dunbaugh, Founder of Steamboat Company, Tells How He Sold Out to Mellen and Testimony Pleases New Haven Defendants.

Frank M. Dunbaugh, founder of the Joy Line, whose "hide," according to Mr. Haskins, the traffic manager of the Metropolitan Line, was to be "hung up to dry on the Long Island shore," told the jury in the United States court, where the New Haven men are court, where the New Haven men are to the line at \$12,000 a year and did so. He admitted there was no public announcement of a change of ownership. "Mr. Mellen told me at \$12,000 a year and did so. He admitted there was no public announcement of a change of ownership. "Mr. Mellen told me not to tell about the purchase, but if any one asked me not to lie about it." Thompson committee at 165 told the jury in the United States on trial, how his hide was not dried. Instead, before the keen eyed steamboat man who received his boyhood training on the Mississippi River got through, he conveyed the impression that he was quite a successful hide drier himself. He showed how, startsupreme Court, and that before entering the Public Service Commission he, McCall, had it transferred to Mrs. McCall and since then he has exercised no control over it.

Senator George M. Thompson, chairman of the committee, said last night that he had examined the stock transfer that he had examined the stock transfer the defence, got through with him the ernment, and Charles F. Choate, for the defence, got through with him the defendants were delightedly saying that he had fatally compromised all the Joy Line testimony that had been given. Mr. Dunbaugh had no complaint to make against the New Haven. He had prospered against the alleged monopoly and had fought the company as one and had fought the company as one competitor fights another. He had made an arrangement with the New Haven in 1992 whereby he was permitted to go along unmolested until 1995, when he got his price.

Has No Grievance

Furthermore, Mr. Dunbaugh is now running a steamship line—the Colonial up to Providence. He has a complaint against the New Haven before the Interstate Commerce Commission because the company won't make a through ticket arrangement with him, but he has no grievance. He is doing pretty well and it is all in the line of modern busi-

me not to lie about it."

Mr. Osborne did not seem to like the atlitude of the witness and became a little sharper in his questions.

"Now, wasn't there another line running into Providence?" he asked.

"Yes," was the smiling answer. "The Enterprise Line."

"What became of that line?"

Tells Why Line Failed.

"It failed." replied Mr. Dunbaugh,
"It didn't pay its bills and its boats
were libelled for debts."
"Why was that line compelled to

quit?"
"Do you want to know about line?" questioned the witness. "I will tell you. A man named Whitcomb, a manu-facturer of Worcester, got hold of a boat on a debt and started the line. He didn't know anything about steamboat-ing. He had the worst kind of bad management. He gave out books of passes on which most of his passengers rode, and his freight rates were cut down until he couldn't make it pay." "How long did that line run?" asked

Mr. Osborne, who had been trying to stop the witness. The answer was three years, when they had four boats. "Whiteomb got the four boats by putting up his money," the witness said, Mr. Choate cross-examined Mr. Dun-baugh and under his questioning the answers were apparently most pleasing to the defendants. The witness told how he had started in 1899 with the freighter Rosalle. At once he cut freight rates 15 or 20 per cent, and a little later, when he got another boat, a passenger carrier, he cut passenger rates one-half. He went right out after busi-

BANKERS SEEK TO ASSIST RAILROADS

Investment Association Also Plans Cooperation With Interstate Board.

PROSPERITY

bankers and the Interstate Commerce pending operation of the safety at sea Commission, as representing the chief provisions of the new law, so far as they he ever had any personal in- instrument of political regulation of would affect foreign built ships admitted governors of the association held a meet- 1914. This act authorized the President ing yesterday morning and afternoon at to suspend all inspection features of "Have you ever exercised any control the Biltmore. Mostly routine matters were the Kings County Light and Power were discussed, but the railroad situation laws as affecting foreign built ships applying for American regularity." Company stock since Mrs. McCall acquired it?" asked Leroy T. Harkness.

and action.

Since the last convention of the as-It was at the commission's offices that M. McCall had often declined to that Mr. McCall had often declined to the matters in which he had report of the matter of the ma opportunity of accomplishing much. The resented one side or the other as an attorney when he was practising law. The Brooklyn rate cases, although before the commission for about three cases, have yet to be decided. The kings county company supplies gas to the Coney Island district. Coney Island-cra have been fighting for a reduction from \$1 to 80 cents per 1,000 cubic feet.

This is the wording of the public equipment trust. This committee will

tervene as a defendant in the mortgage their securities from State to State year foreclosure suit filed against the com- after year because of unfavorable taxaiter search against the company in Louisiana. This will enable 81s most to endeavor to show that the reorganization plan was defrimental to the pearst both the financiers behind the reorganization plan was income tax law, to recommend changes that the financiers behind the reorganization plan expect to clear \$11,150,459 in the sale of the \$21,000,000 worth of bonds and the \$15,000,000 worth of bond

SAFETY AT SEA CLAUSE SUSPENDED

Wilson Takes Action to Soften Effects of La Follette Law.

governors of the Investment Bankers dence of the Administration's earnest

pured it?" asked Leroy T. Harkness, of a strong committee for consideration | An executive order issued in September Public Service Commission's assist-An executive order issued in Sentem ory, however, held that a new order would be necessary to cover amend-ments to the laws suspended. In commenting on the conditions that had necessitated the practical suspen-sion of certain provisions of the La Fol-lette bill, Spearman Lewis, secretary of the Lake Michigan Passenger Lines Association and Bedow

Association, said to-day:
"For whom has Congress convulsed equipment trust. This committee will begin activity at once.
"The railroad situation is improving gradually," sald Mr. Franklin after the gradually," sald Mr. Franklin after the states, are softical figures:

piles, army officers and ammunition for Manila depend for transport to-day on the whim of Japanese ship owners, who

AMSTER HIGH IN **ROCK ISLAND RULE**

Foe of Old Management Is Made Chairman of Executive Committee.

REID-MOORE GROUP

CHICAGO, Nov. 5 .- Control of the Chiago, Rock Island and Pacific Railway passed out of the hands of the Reid-Moore financial group to-day.

John G. Shedd, president of the Marshall Field Company and one of the rechairman of the board of directors and Nathan L. Amster of Boston, who led the fight of the minority stockholders, was elected a member and chairman of the executive committee.

Francis L. Leland of the New York County Bank was elected a director to succeed W. H. Moore and Edward F. Carry of Chicago, vice-president of the American Car and Foundry Company, was elected a director to succeed H. U. Mudge, who sent in his resignation and withdrew as president of the road.

John G. Shedd, John S. Morron, N. J. French, Charles Hayden, Charles G. with Mr. Amster, members of the executive committee. The finance committee, under the chairmanship of Mr. Hulbert, Morron, Dawes and Thompson

J. E. Gorman was selected to succeed Mr. Mudge as executive operating head of the road. Mr. Gorman has been first vice-president in charge of traffic of the road and is recognized as one of the leading traffic men of the country. The election of Mr. Amster came after a three year battle against the Reid-Moore syndicate, which Amster charged

with pillaging the system. He succeeds Thomas M. Schumacher, a leader in the Reid-Moore group. The selection of Mr. Shedd as chair-man of the Rock Island board means the transfer of the management of the system to the West While Eastern financiers will continue as a factor in Rock Island affairs, largely because the East will supply the money for rehabilitation, the management and direction of the road will centre in Chicago as a re-sult of the entrance into the board of Messrs, Hulbert and Dawes, French and

Wall Street was surprised yesterday by the report from Chicago that Nathan L. Amster of Boston had been elected chairman of the execuive committee of known that he aspired to the highest office which the road could offer him. The financial district saw in Mr. Amster's election to the chairmanship an effort on the part of the so-called "inside" and for the corresponding week in \$30.5 and \$42.397.327. Austria-Hungary and \$30.5 and \$42.397.327. Austria-Hungary and \$30.5 and \$42.397.327.

ALMOST \$1,000,000

Huge Withdrawals From the Bonded Warehouses for Exportation.

There was a big jump in customs house receipts yesterday, due largely to the withdrawal from bonded warehouses of a vast quantity of sugar. The entire receipts for duties were \$982,-754.46, the biggest since July 8, 1914. when the record was \$987,681.60. The withdrawals yesterday were \$497,044.92, leaving the total for recent importations \$485,709.54, which has been about the average of the total daily receipts for

the last several months. "No person shall be eligible for appointment or shall hold the office of commissioner • • who holds any official relation to any person or corporation subject to the supervision of either commission, or who owns stocks or bonds of any such corporation."

SEES GRAB IN RAILROAD PLAN.

SEES GRAB IN RAILROAD PLAN.

The proposed New Orleans, Texas & Mexico Reorganization.

The proposed reorganization of the New Orleans, Texas and Mexico Railroad and brand in New Orleans, Texas and Mexico Railroad sand the Interstate Commerce Commission. It is largely the fault of legislators that politicians to take a few examples of crooked railroad and brand all railroad small brail the people really affected by railroad depression are their own constituents."

States, driven it from the Pacific and demoralized its operations in general? Listen to these official figures:

"In his testimony before the Federal demoralized its operations in general? In the same of the sustant form the Pacific and demoralized its operations in general? In the section of the steen of ficial figures:

"In his testimony before the Federal demoralized its operations in general? In the section of the steen of ficial figures:

"In his testimony before the Federal demoralized its operations in general? In the section of th It was said by experts at the Custom House that the sugar withdrawals were probably due to the realization on the

makers of this city, are interested, was feeted by railroad depression are their one bade the object of a sharp attack before Judge Rufus E. Foster in the United Among the other policies outlined in the board's programme for the ensuing conclusion of the argument Judge Foster is signed a decree allowing Jules Simon, a merchant of Milwaukee, who owns \$50,000 of the bonds of the receiver, to income the signed and for the minority.

The board's committee on taxation to effect uniformity of plans to try to effect uniformity of taxation throughout the States so that investors will not be inclined to transfer plans. The content have been ruined and our national safety is threatened. Mail, supplies, army officers and ammunition for plans to try to effect uniformity of taxation throughout the States so that investors will not be inclined to transfer plans, army officers and ammunition for blue sequentials from State to State year. beet sugar exports from Germany and Austria because of the war.

WAR EXPORTS AVERAGE \$1,000,000 A DAY NOW

tidewater on the Atlantic seaboard has been shipped to ports of Argentina and

other South American countries at the

rate of \$9.12½ a ton and that the rate asked on the same class of exports now is \$10.50 a ton. It looks very much as

if the exporters will have to pay that

German Ships Tied Up.

The recent requisitioning of large nur

bers of vessels of British ownership of

registry for war purposes by the British Government has not helped the situation. German tonnage is tied up during the

war and the scarcity of merchant bot-toms is not being eased by an increase in merchant shipbuilding.

Since the beginning of the war mer-

chant vessels with a tonnage of about 1,500,000 tons have been destroyed. The output of now tonnage from British yards has decreased from an average

of 150,000 tons a month to approximately 60,000 tons. While American shipyards

they are not in a position to do much

in the way of construction for delivery before 1916 or 1917. An added burden for exporters and

shippers is the rush of grain from the West. Railroads are reported to be asking for additional cars to handle their

nd of the transportation until grain ele-

advance of their actual value

report an enormous increase in order

\$100,000,000 Worth of Horses Shipped-Italy Paying \$30 a Ton for American Coal-Trade With the Orient Grows.

The exports of war materials from materials bound for Europe. South-bound exports are feeling the pressur. This is shown by the report that bitunitious coal worth \$2.70 to \$2.85 a towa. the United States now average more than \$1,000,000 a day, according to statistics compiled by the foreign trade department of the National City Bank. From the port of New York alone the exports for the full month of September included \$6,500,000 worth of gunpowder, over \$3,000,000 worth of guncotton, \$3,500,000 worth of shells and other explosive projectiles, \$1,250,000 worth of cartridges, over \$6,000,000 worth of auto trucks, nearly a million dollars worth of aeroplanes and millions

of dollars worth of other goods which will be of use to the Allies. These figures serve to give somewhat of an idea of what the real war order business in this country is, and what a tremendous quantity of contraband of war the United States is exporting for the use of the Allies. Practically all of the above goods went to Great Britain, France and Russia. Of nearly \$2,000,000 worth of loaded shells sent out in September from the port of New York, practically all went to Great Britain.

The exports of horses alone since the beginning of the war aggregate \$100,000,000 in value, the number sent to Europe being a little less than 500,000. It is estimated that the number of mules exported during that period was 100,000 and that their value was close to \$25,000,000. The exports of horses and mules have reduced the supply in the United States by about 2 per cent.

Another interesting fact which the National City Bank's foreign trade department figures show is that coal is selling at \$30 a ton in Italy, a fact which lends considerable interest when it is realized that the United States is shipping more coal to Italy than to any other country except Canada. The quantity of coal shipped from the United States to Italy in the eight months ended August, 1915, was 2,039,945 tons, and in the single month of August 382,154 tons. The quantity exported to Italy during those first eight months of 1915 was more than the entire quantity exex- BACKS AMERICAN WOOLEN IDEA ported to that country in the eight years

American exports to the Orient. This is shown by the fact that our exports to Asia during the eight months of this greater than in the same months of 1914, and the shipments in August alone to Amster of Beeceuive committee of chairman of the executive committee of the Chicago, Rock Island and Pacific Railway. While Mr. Amster had been active in the affairs of the Rock Island since he became a director, it was not since he became a director, it was not the previous corresponding period.

The statistics compiled by the City Bank show that the total exports for the Bank show that the total exports for the ican Woolen Company is greatly in-terested in the success of the proposed

interests" to see what he would do with 1914 \$21,397,327. Austria-Hungary and the property. It was recalled that about the time the property was placed in the port during that period, while in the hands of the receivers Mr. Amster announced that he had already secured the same period in 1913 the former took same period in 1913 the former took \$219.174 in merchandise and the latter \$2.488,503. The falling off in the exports and that if he had been warned by his to these two countries is, however, made fellow directors he could have saved the property from receivership. countries. For the week ended October 269,052 of our goods, against \$861.734 year ago. The largest increase of all

year ago. The largest increase of an in exports, however, was that made during the week of October 23, 1915, to Eng-land, amounting to \$24,206,218, against \$7,941,781 for the same week in 1914. Big Increases Shown

Some of the increases in exports are phenomenal as to justify the giving of a table showing the values of the amounts exported from New York for the week ended October 23, 1915, agains that of October 23, 1914, as collows :

	- Value - i	
Articles.	1915.	1914
Acids	\$326,323	\$12,600
Acorplanes		
Autos, passenger		
Autos, commercial		361,119
Auto tires		1111
Explosives		2.805
Cartridges		94.748
Gunpowder	The second second	\$50
Firearms		29,542
		441.243
Flour		*******
Motorboats		151.000
Nickel	200000000000000000000000000000000000000	1.410
Motorcycles		
Saddlery and harness		61.702
Soda, salts		400 000
Shoes		175,866
Surgical goods		5.811
Tin plate, &c	884,226	77,754
Twine	627,040	62,054
Typewriters	253,349	18.597
Woollens		42.080
Wire, barb	1,756,864	7,236
Wearing apparel	778,028	****
Zine sheets, &c		90,398

FORTUNES IN SHIPS.

Some Rates Charged Higher Than Cost of Goods. Ocean freight rates are abnormally

high. In the optnion of freight brokers and shipping men they will go even higher if existing conditions-the scarcity of bottoms and the heavy export movement-continue. Ship owners and operators are reaping a harvest. In some instances the freight rates on certain exports are many times greater than the value of the goods at tidewater. "If present conditions continue," said

case the matther plan was injurious to seem that the plan was injurious to shad the tiff in the carried with the plan was injurious to shad the tiff in the carried with the plan was injurious to shad the tiff in the carried with the plan was injurious to shad the tiff in the carried with the plan was injurious to shad the tiff in the carried was injurious to shad the plan was injurious to shad the tiff in the carried was injurious to shad the plan was injurious to shad the tiff in the carried was injurious to shad the plan was injurious to shad the tiff in the carried was injurious to shad the plan was injurious to the plan was injurious to shad the plan was injurious to shad th

If we were asked what is the most remarkable

feature of the Equitable Building proposition, we should give it as our unqualified opinion that even more remarkable than the building itself is the fact that such manifold advantages should be obtainable at such a reasonable ren-

If we were asked

Equitable Building Corporation 120 Broadway

GOULD MUTE ON BUSH CHARGE OF BAD FAITH

PACIFIC MAIL DIVIDES PRICE OF SHIPS SOLD

After Rio Grande Railroad Election.

While no formal statement was made vesterday by the Gould interests or by Steamship Company at a meeting held the banking houses which were disagreeably surprised at the recent election of \$25 a share to holders of stock of of officers by stockholders in the Denver and Rio Grande Railroad, it was said that waters in Atlantic seaports are filled.

Fortunes have been made and are being made as the result of the high ocean transportation charges. Tramp*steam transportation charges. Tramp*steam that B, F, Bush was to be elected as chairman of the board and that E, L Brown, former vice-president of the road, was to be elected president.

Gould to Mr. Bush's statement that he had broken faith the following statement issued in Wall Street was accepted as representing the position of the Gould

same time was farsighted enough to secure a long option on the vessel. As the story goes, he has since purchased this ship at a price close to \$500,000. Another report is to the effect that within two months a shipping firm has cleared \$100,000 on one vessel which they chartered.

BACKS AMERICAN WOOLEN IDEA

BREAKS AMERICAN WOOLEN IDEA

BREAKS WIGHT STATES AND also agreed to.

Banker Wiggin Favors Incorporation in Massachusetts.

Albert H. Wiggin, president of the Chase National Bank and a member of the advisory council of the American Woolen Company, makes the following statement regarding the proposed change in the company from a New Jersey corporation to one under the Massachusetts laws:

"The advisory committee of the American Woolen Company is greatly interest."

The advisory committee of the American Woolen Company is greatly interest. The advisory committee of the American Woolen Company is greatly interest. The device of the Company is greatly interest. The bry Goods Economist says: "With

states District Court signed an order yesterday authorizing the receiver for Jared Flagg to withdraw from the Bank of the Metropolis \$8,566 which Flagg had there and deposit it in the Farmers where the state of the movement of dry goods, and the approach of a holy day season has stimulated the buying of certain lines.

"Mills and their selling representative are now largely engaged in filling con-

Does Not Answer Attack Made Directors to Pay Out \$5,000,-000-\$25 to Holder of Each Share of Stock.

> yesterday decided to make a distribution record on December 4. The dividend is payable on December 15.
>
> After the meeting it was said that after making the cash distribution of \$25 its treasury. This melon is only part of the distribution to stockholders as the result of the reduction of the capitaliza-tion from \$20,000,000 to \$5,000,000.

> Yesterday's action of the directors was another step toward the retiring from business of virtually the only steamship company flying the American flag on the Pacific Ocean. The company is disposing of its ships on account of the seamen's law, which makes it im possible for it to compete with the Japa-nese liners plying between the Orient and the Pacific coast. Japan now has an actual monopoly of the trade in th

> pany's affairs are entirely wound up-when the seven remaining boats of its once great fleet are sold—there will be

sublished reports from many sources inmerchandise have good reason to feel optimistic. The weather this week has been more favorable to the movement of

as with a savings to be effected will reach a sum approximately equivalent to two per cent, on the common stock. While both classes of stockholders will benefit, it is obvious that the common stock holders should be more concerned than the preferred for the success of the plan."

had there and deposit it in the Farmers Loan and Trust Company under the Loan and Trust Company under the formers are now largely engaged in filling contracts or orders already placed. Quite a good deal of business is being placed for next spring, however, and some of the plan."

"Mills and their selling representatives are now largely engaged in filling contracts or orders already placed. Quite a good deal of business is being placed for next spring, however, and some of the plan."

1916, from wholesalers and other large buyers."

By their Stylish BLACK Treads will you know them



OODRICH Tires have thus far been "known" only to People who used them. To these they have been known chiefly

invested by the user.

—Also by the "Fair List" price Propaganda, of the B. F. Goodrich Co. which this year saved some \$25,000,000 to U.S. Car-Owners, through uncovering the "Padded Price-List" imposition on Tire Consumers and Dealers.

UT, henceforth "Goodrich Tires" will be known at sight even to people who never hope to own a Car.

Known by the fact that the standard Goodrich Fabric Tire will have the same stylish BLACK Tread appearance as the aristocratic "Silvertown" Tire (which cannot yet be turned out in half the quantity the Market calls for.)

No increase over the reasonably low Goodrich Fair-List Price as established, is asked for the new, and highly distinctive, Goodrich Black Tread Tire.

So, why not have your Car Up-to-the-minute, when you can equip it with these very "smart" Goodrich "Barefoot" Tires.

ND here is how these Barefoot Tires act in Automobiling,— -When the weight of the car bears on the clinging, "Hyper-Rubber" in their Treads, and the power is applied to go ahead or reverse, the *stretch* in the "Hyper-Rubber" Sole of the Goodrich "Barefoot" Tire acts as a sort of Lubricant between the Fabric

Structure of the Tire and the Road. Then the Hyper-Rubber "Toes," of the Goodrich Safety-Tread Tire CLING to the pavement (instead of grinding against it) just a your Bare Foot would cling to a slippery surface—without Grind, and so, with the minimum of Frictional Heat or Wear for maximum

Traction. Goodrich "Hyper-Rubber" is also made into Good-rich Motor Cycle, and Bicycle, Tires, as well as into Goodrich Rubber Boots,

Over-Shoes, Soles and THE B. F. GOODRICH CO. Heels. The B. F. Goodrich Co. Akron, O.

1780 Breadway,

GOODRICH

by the uniformity of Mileage they delivered, per dollar